

Lindsey Lake Tanker Truck Spill

Incident Management Transition Plan

The emergency phase of the response is ongoing, and a large amount of work remains. As we continue to work toward our objective of returning the impacted area to its pre-incident condition, the following plan describes the immediate path forward, which will end in the culmination of the emergency response phase and the transition to removal and monitoring of remaining contamination. Regardless of the title attached to any particular phase of the response, the response to the Lindsey Lake Tanker Spill will continue to be managed under the Emergency Response ("Spills") program of the Oregon Department of Environmental Quality according to Chapter 340-142 of the Oregon Administrative Rules and Oregon Revised Statutes Chapters 466 and 468B.

Unified Command is currently managing the response along six lines of effort:

1. Cleanup of diesel fuel and contaminated snow and ice from eastbound lanes of I-84, south road shoulder and soil to south of highway (current Division C)
2. Cleanup of contaminated snow and ice from westbound lanes of I-84 and north shoulder (part of current Division B; immediate zone extending approx. 1-2' from the edge of the roadway)
3. Cleanup of contaminated snow and ice from highway embankment, extending from road shoulder to and including the shoreline of Lindsey Lake (also part of current Division B)
4. Assessment & removal of impacted soil and rock on both the north and south side of the highway (current Divisions B and C)
5. Assessment & removal (if possible) of contaminated soil and rock and all remaining free product from beneath roadway and adjoining shoulder area
6. Continuing cleanup of Lindsey Lake (current Division A)

For 1-3, work will be considered complete when:

1. All contaminated snow is removed through a combination of flushing and recovery, heating contaminated snow, and/or excavation, and removal of the snow
2. No product is seen in, on, or near the roadway and Lindsey Lake or Lindsey Creek
3. The product is deemed to be non-mobile and non-recoverable

For 4, work will be considered complete when:

1. Soil, subsurface soil, and sediment sampling is conducted according to a plan approved by Unified Command and
2. Contaminated soil is removed according to OAR 340-142 and ORS Chapter 466

For 5, work will be considered complete when:

1. Subsurface sampling (by drilling) and soil sampling are conducted according to a plan approved by Unified Command and
2. Contaminated soil and/or diesel fuel are removed under OAR 340-142 and ORS Chapters 466/468B, such that any contamination that may impact the Waters of the State is no longer recoverable or mobile.

For 6, work will be considered complete when:

1. All contamination from the spill has been removed from Waters of the State, and future threat to Waters of the State from this spill has been eliminated.

Unified Command Approval:

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Date

Jamie Collins, SOSC, ODEQ

Date

Rob Honsberger, Hydrocon, RP IC

Date